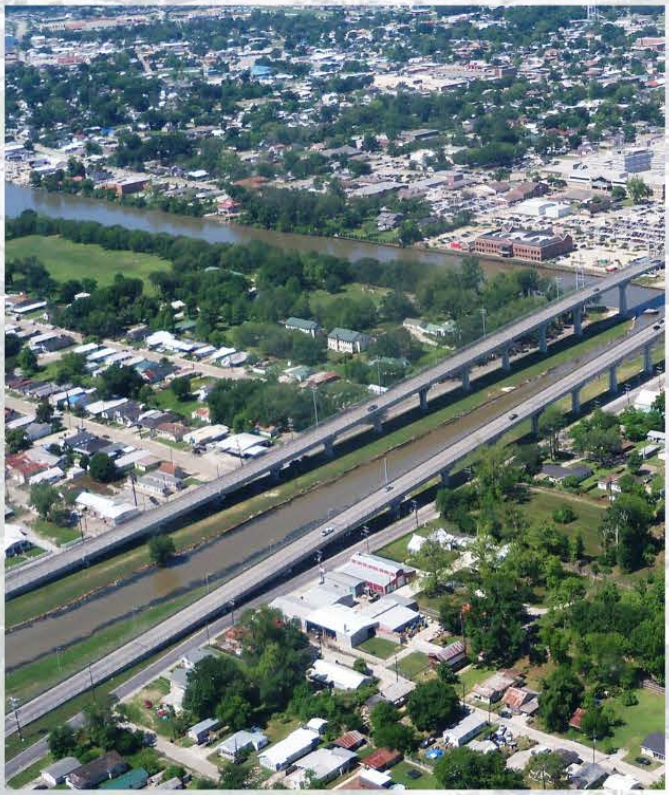
Houma-Thibodaux Metropolitan Planning Organization

2045 METROPOLITAN TRANSPORTATION PLAN



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South Central Planning & Development Commission
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Houma-Thibodaux MPO

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2045 Metropolitan Transportation Plan

Houma-Thibodaux Metropolitan Planning Organization

This document is posted at:

http://www.htmpo.org

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Date adopted: May 12, 2020
Date amended: June 23, 2020

This Plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Louisiana Department of Transportation and Development (LADOTD), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the FAST Act, Sections 1201 and 1202, December 4, 2015. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

MPO Policy Committee

Name	Position
Dirk Guidry, Chair	Councilman, Terrebonne Parish
Jeff Naquin, Jr., Vice-Chair	Police Jury President, Assumption Parish
Archie Chiasson	President, Lafourche Parish
Chris Morvant	District 02 Administrator, LADOTD
Daniel Babin	Councilman, Terrebonne Parish
Darrin Guidry	Councilman, Terrebonne Parish
Gordon Dove	President, Terrebonne Parish
John Amedee	Councilman, Terrebonne Parish
Michael Gros	Councilman, Lafourche Parish
Ron Animashaun	Mayor, Village of Napoleonville
Tommy Eschete	Mayor, City of Thibodaux
Laura Phillips*	Transportation Planner, Federal Highway Administration

*indicates non-voting status

Technical Advisory Committee

Name	Position
Paul LeBlanc	Parish Manager/Public Works Director, Assumption Parish
Sarah Arceneaux	Grants Director, City of Thibodaux
James Lucas	Public Works Director, City of Thibodaux
Laura Phillips*	Transportation Planner, Federal Highway Administration
Gary Gisclair	District Operations Engineer (Houma), LADOTD
	District 61 Area Engineer, LADOTD
Michelle Horne	Public Transportation Director, LADOTD
Dawn Sholmire	Office of Planning and Programing, LADOTD
Tracey Wang	Traffic Engineer (Houma), LADOTD
Unfilled	Chamber of Commerce Representative, Lafourche Parish
Kristi Lumpkin	Grant and Economic Development Director, Lafourche Parish
Pat Matherne	Planning Department Representative, Lafourche Parish
Terry Arabie	Project Manager, Lafourche Parish
Dillon Baronne	Public Works Director, Lafourche Parish
Earl Eues	Chamber of Commerce Representative, Terrebonne Parish
Matthew Rookard	Economic Development Authority, Terrebonne Parish
Joan Schexnayder	Engineering Department Representative, Terrebonne Parish
Chris Pulaski	Planning and Zoning Director, Terrebonne Parish
Wendell Voisin	Public Transit Manager, Terrebonne Parish
David Rome	Public Works Director, Terrebonne Parish
Unfilled	Roads and Bridges Operations Manager, Terrebonne Parish

*indicates non-voting status

Houma-Thibodaux Urbanized Area

Metropolitan Planning Organization

Policy Committee

(Adopting the 2045 Metropolitan Transportation Plan for the HTMPO)

WHEREAS, the South Central Planning and Development Commission (SCPDC) is the designated Metropolitan Planning Organization (MPO) for the Houma-Thibodaux Urbanized area; and

WHEREAS, the MPO is charged with the overall responsibility of preparing the Metropolitan Transportation Plan (MTP), a long range transportation planning document; and

WHEREAS, SCPDC, acting in its capacity as the designated MPO, has given thorough review and consideration to the 2045 MTP; and

WHEREAS, the Technical Advisory Committee has fulfilled its obligations to review and make recommendations regarding the content of the 2045 MTP;

NOW THEREFORE BE IT RESOLVED that the Policy Committee, acting in its capacity as the designated decision making body for the MPO, does hereby approve and adopt the 2045 MTP for the Houma-Thibodaux Urbanized Area.

THIS RESOLUTION BEING VOTED ON AND ADOPTED this 12th day of May, 2020.

Dirk Guidry
MPO Policy Committee Chairman

ATTEST:

Kevin Belanger
CEO, South Central Planning and Development Commission

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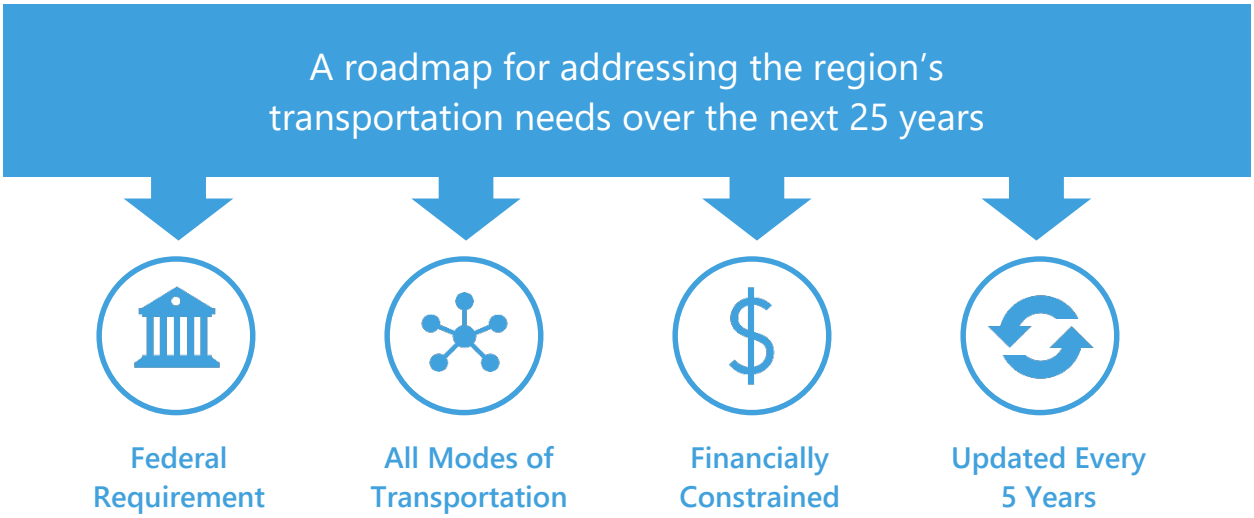
Acronym Guide

Acronym	Description
ADA	Americans with Disabilities Act
LADOTD/DOTD	Louisiana Department of Transportation and Development
BUILD	Better Utilizing Investments to Leverage Development (grant program)
CMAQ	Congestion Mitigation Air Quality program
EJ	Environmental Justice
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GARVEE	Grant Anticipation Revenue Vehicle bonds
GIS	Geographic Information Systems
HSIP	Highway Safety Improvement Program
INFRA	Infrastructure for Rebuilding America (grant program)
ITS	Intelligent Transportation Systems
SCPDC	South Central Planning and Development Commission
GET	Good Earth Transit
MTP	Metropolitan Transportation Plan
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
PPP	Public Participation Plan
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
VMT	Vehicle Miles Traveled
TSM	Transportation Systems Management
UPWP	Unified Planning Work Program

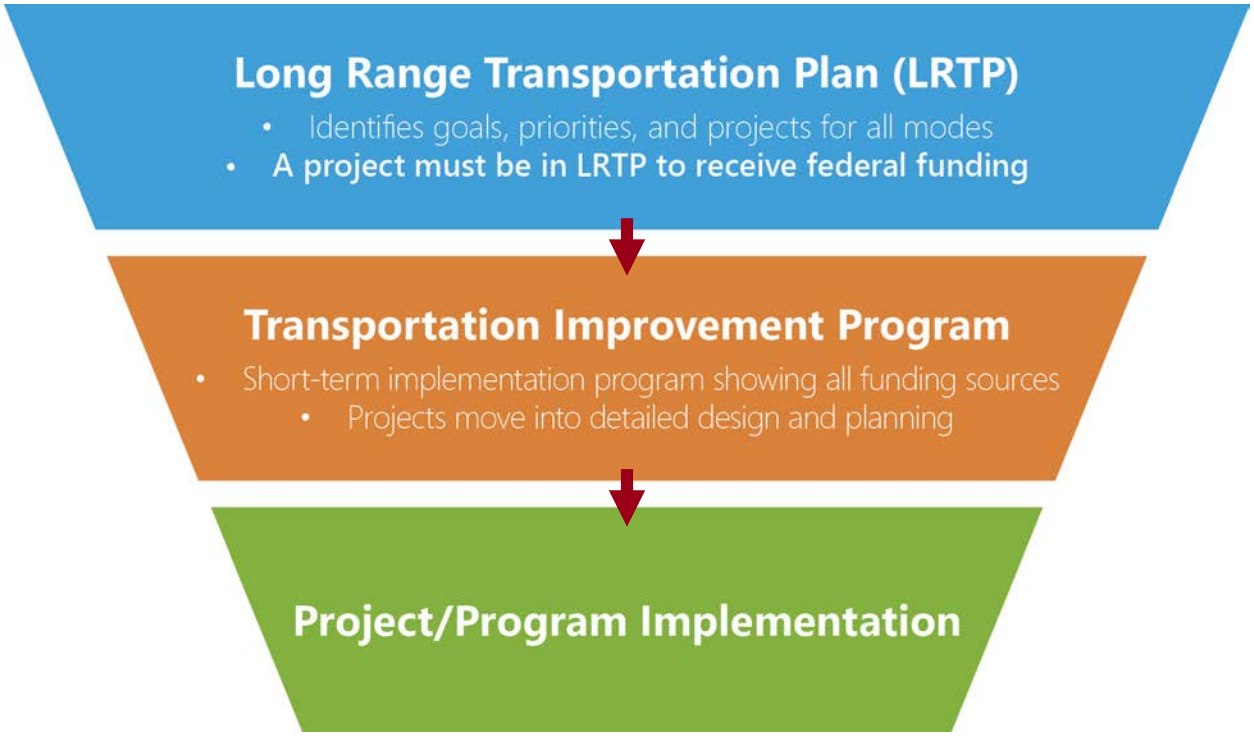
INTRODUCTION

Learn about the background of the Long Range Transportation Plan and the regional organization that develops it, the Metropolitan Planning Organization.

What is the Metropolitan Transportation Plan?



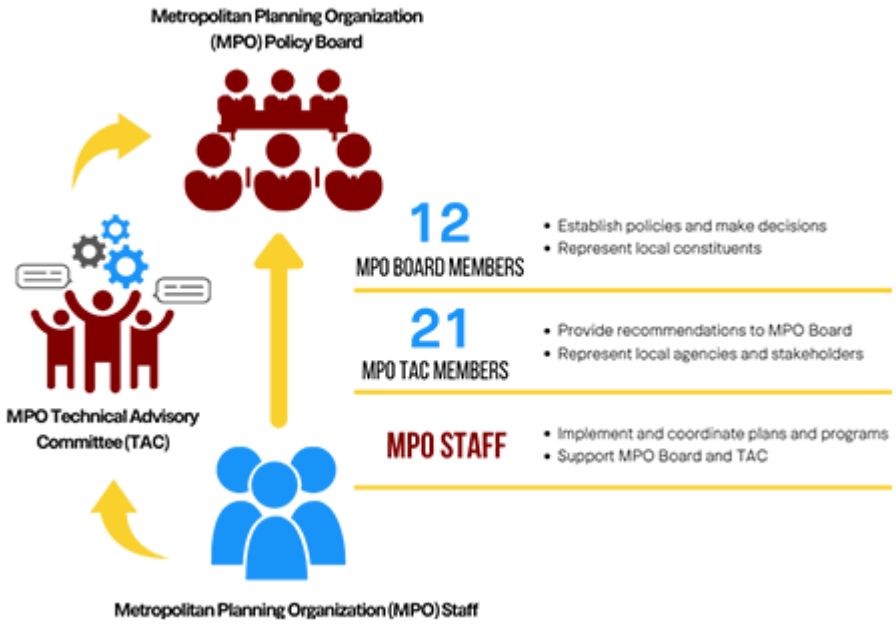
The Role of the Metropolitan Transportation Plan



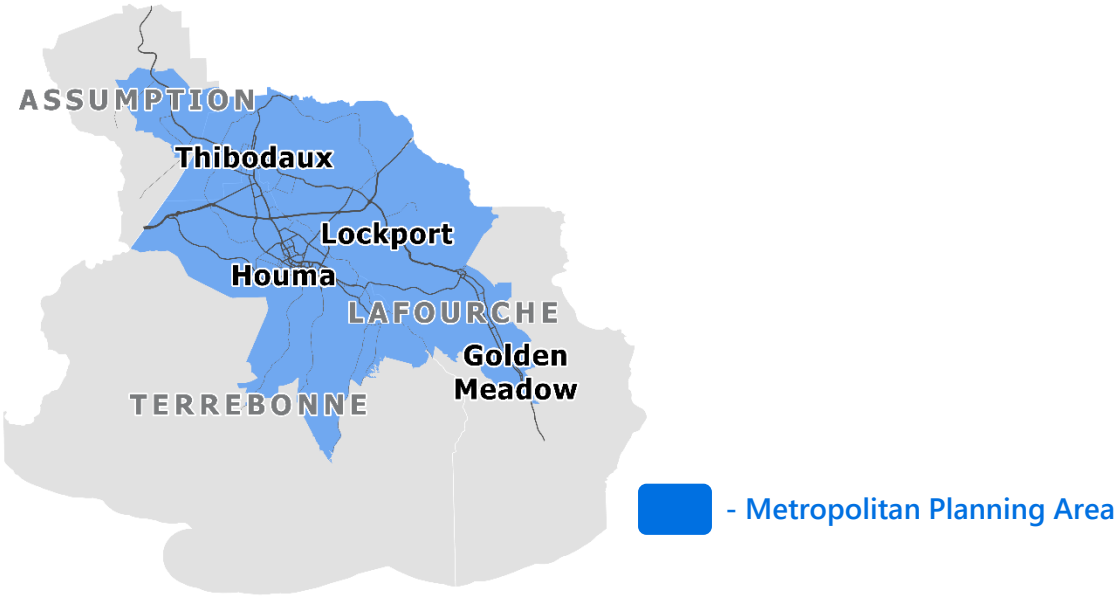
What is the Metropolitan Planning Organization?

All urban areas with a population of 50,000 or greater are required to have a Metropolitan Planning Organization (MPO) to conduct regional transportation planning.

The MPO Structure (How It All Works)



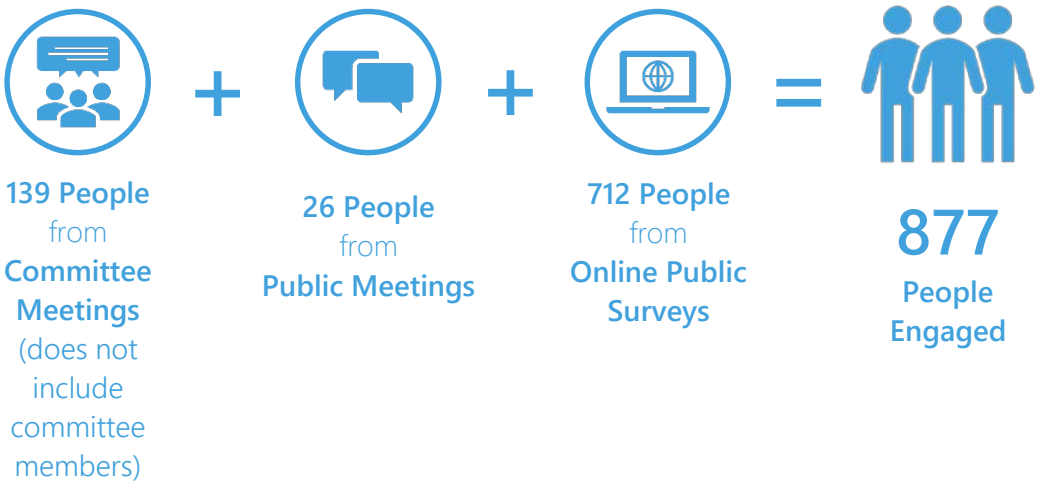
The Metropolitan Planning Area



The Planning Process

Public and Stakeholder Involvement

The planning process incorporated public and stakeholder input at key phases of the project, resulting in a plan that reflects local priorities and needs.



TRANSPORTATION TODAY

Review highlights of existing transportation conditions in the region for all modes.

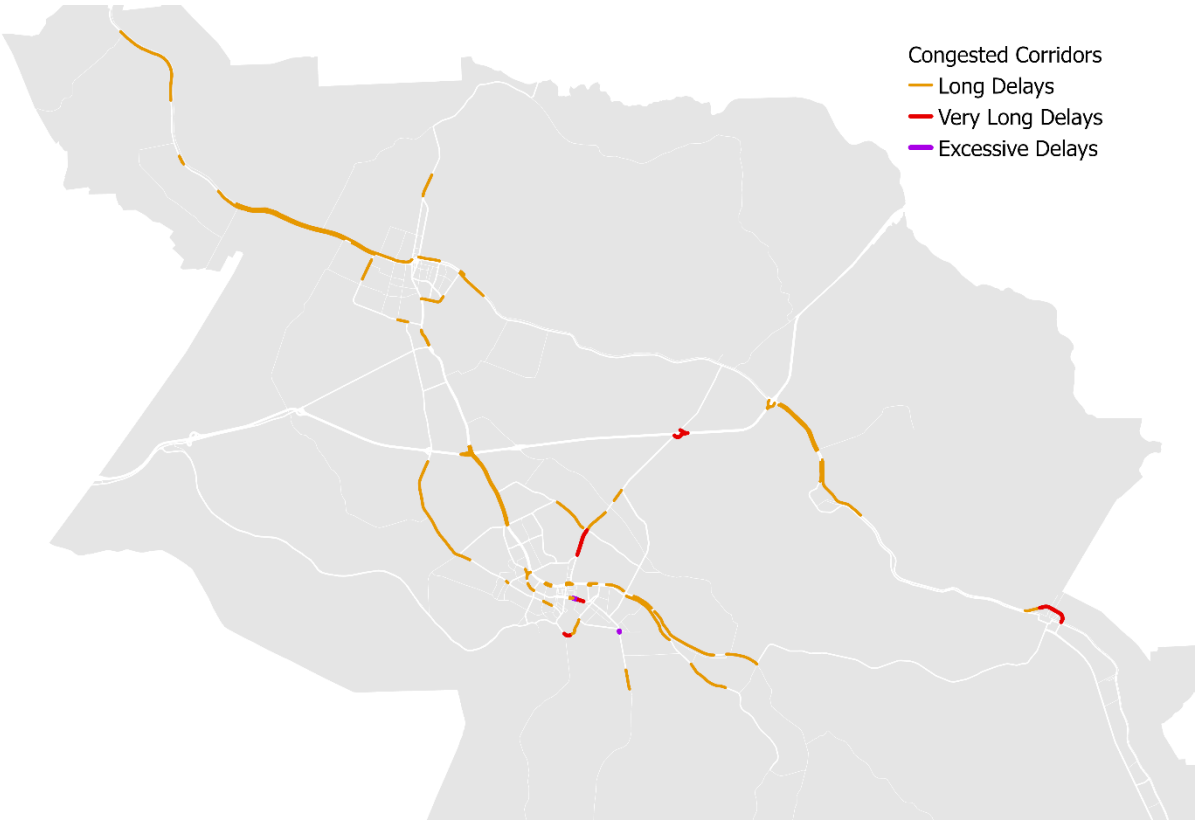
Roadway and Bridge Conditions

Congestion – The Houma Tunnel has the worst congestion in the region. Other areas of concern are LA 182 (New Orleans Blvd.), LA 3040 (Martin Luther King Blvd.), the LA 311 Corridor, and LA 308 through Thibodaux.

Pavement Conditions – Nearly all major roadways in the region have pavement in fair or good condition. Approximately 4% of the areas NHS roadways have poor condition, with LA 3040 between Hollywood Road and LA 57 having the most segments listed in poor condition.

Bridge Conditions – The vast majority of bridges are in fair or good condition. However, there are 33 bridges in the MPO in poor condition, 19 of which are on the NHS.

Safety – From 2014 to 2018 there were 208 deaths and 97 suspected serious injuries resulting from vehicular crashes.



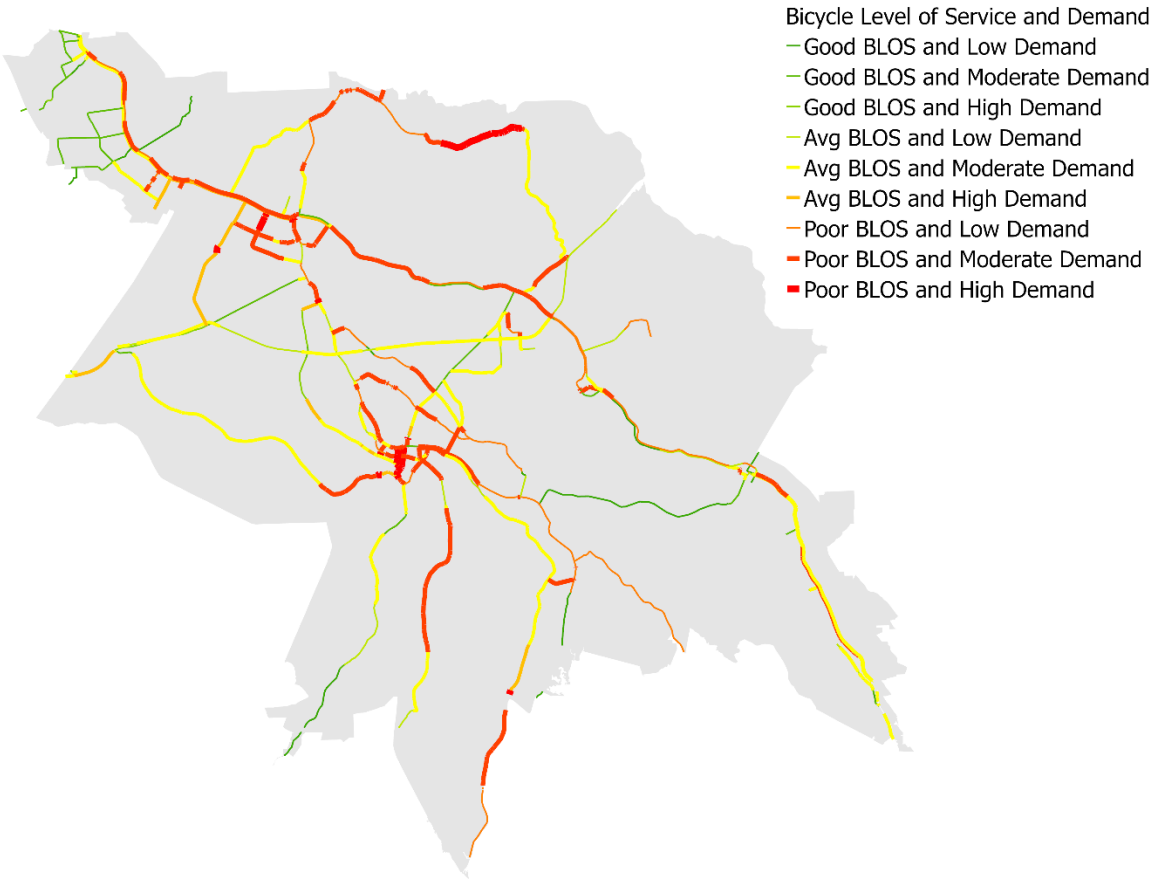
Bicycle and Pedestrian Conditions

High Demand Areas – The highest demand areas are Downtown Houma, western Thibodaux and near Nicholls State University, Raceland, Lockport, and Napoleonville.

Coverage – There are many sidewalk gaps in high demand areas and bike infrastructure is limited. Many existing sidewalks are not ADA compliant.

Level of Service – The majority of major roadways in the region do not have a good level of service for bicyclists or pedestrians.

Safety – The region has the second highest per-capita instances of pedestrian fatalities in the state.



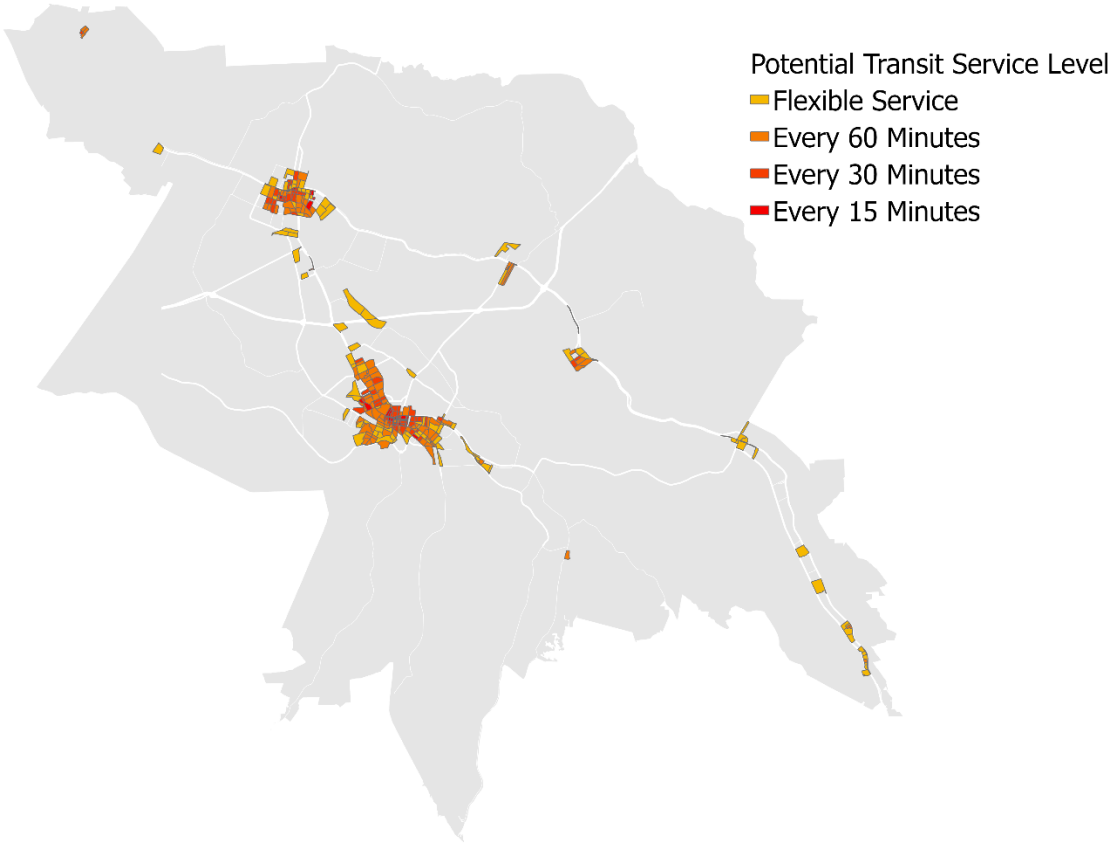
Public Transit Conditions

High Demand Areas – Unmet high demand areas include Lockport, Raceland, Napoleonville.

No Service – Despite demand, there is no public transit available outside the City of Thibodaux service in Lafourche Parish.

Maintenance – Many vehicles in the various public transportation fleets exceed their useful life benchmark.

Safety – There were 17 reported safety and security events in recent years for GET. Ten of those events involved injuries.



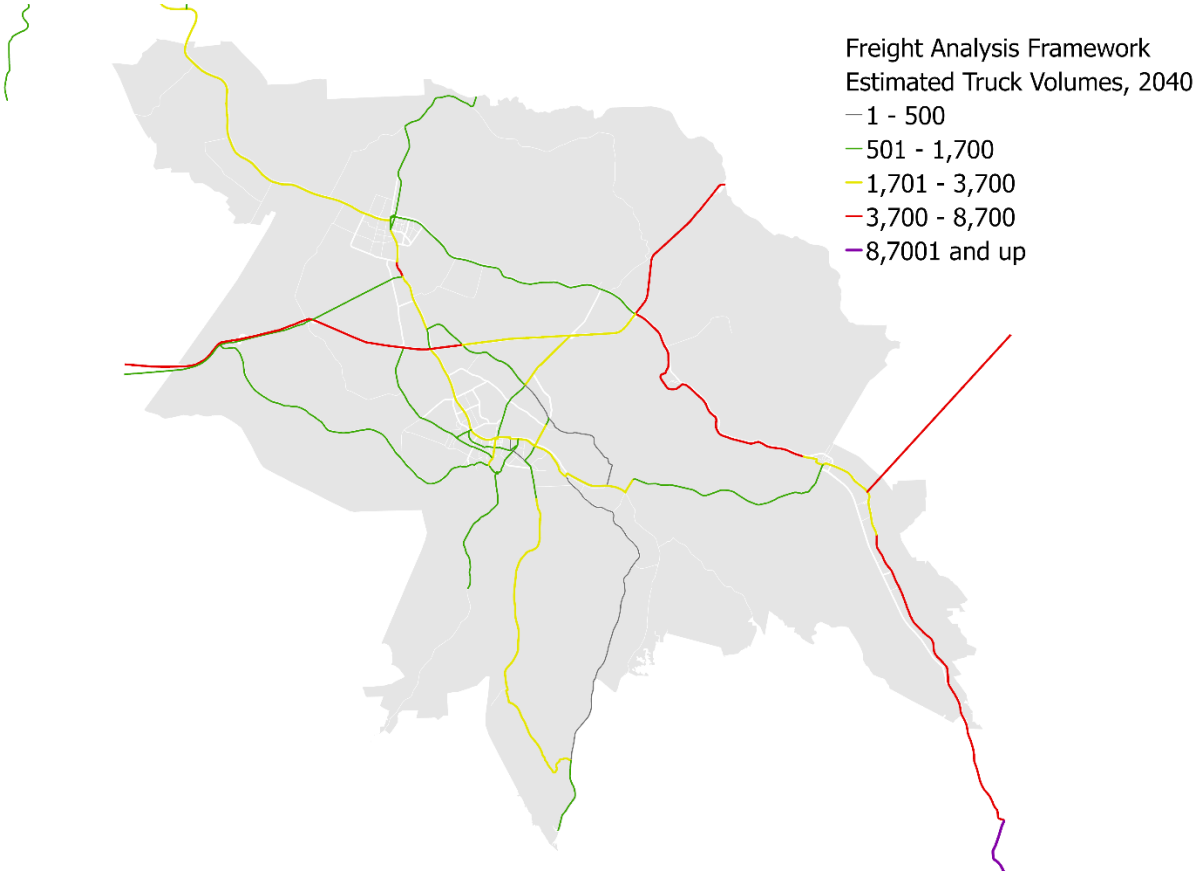
Freight Conditions

National Freight Network – No roadway in the region is included on the National Network.

State Freight Network – US 90, LA 1, LA 20, LA 24, LA 56, LA 57, LA 182, LA 307, LA 308, LA 309, LA 311, LA 315, LA 659, LA 661, LA 3040, LA 3087, LA 3185, and Hollywood Road are included on the State's Freight Network as Tier 3 Facilities.

At-Grade Rail Crossings – There are nearly 12 at-grade rail crossings. Of these, 11 have active warning devices and 1 has only passive warning devices.

Safety – Less than one percent of all fatal crashes in the region from 2014 to 2018 involved a heavy vehicle (e.g. freight truck).



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PLANNING FOR TOMORROW

Learn how growth and redevelopment, new mobility options, and evolving lifestyle preferences will transform the way people get around the region.

Growth Impacts

Over the next 25 years, the region is projected to continue growing at a rate faster than the state average. This growth will concentrate in certain areas, creating new transportation challenges and opportunities for the region.

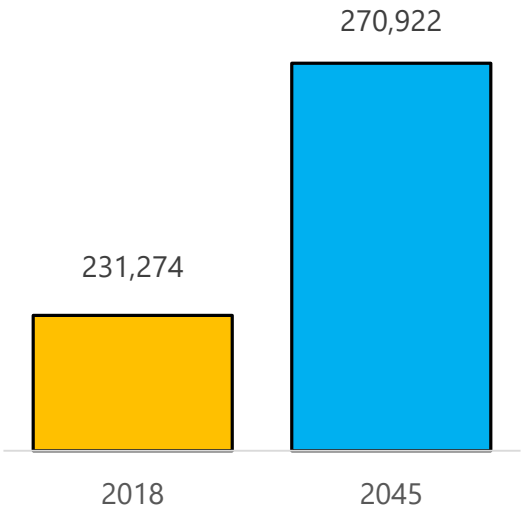
Suburban Neighborhoods – Most residential growth is projected to occur at the edges of cities and existing developed areas.

Downtowns – Recent residential and commercial growth in downtown areas is projected to continue.

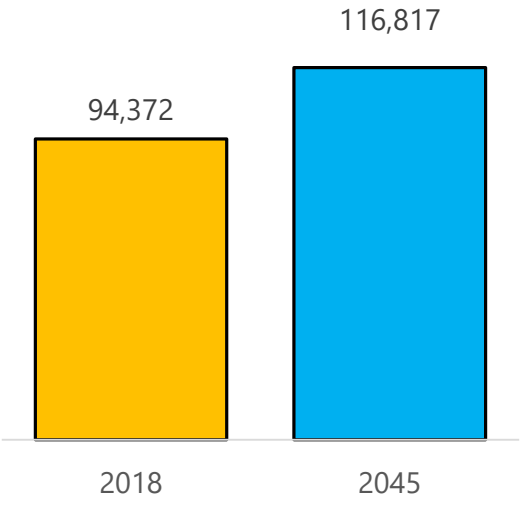
Industrial Areas – Most industrial growth is anticipated to occur near industrial parks and other existing industrial clusters.

Commercial Areas – Commercial corridors are projected to expand in rapidly growing areas and redevelop along key regional corridors.

Population Growth



Employment Growth



Note: These numbers are for the Metropolitan Planning Area.

Changing Demographics and Travel Behavior

In recent years, travel patterns have changed dramatically due to demographic changes and technological advances. Many of these changes are part of longer-term trends and others are newer, emerging trends.

The Population is Aging

The population aged 65 or older will grow rapidly over the next 25 years, nearly doubling from 2012 to 2050. This growth will increase the demand for alternatives to driving, especially for public transportation for people with limited mobility or disabilities.

Most People Are Traveling Less

Except for people over age 65, all age groups are making fewer trips per day. There are many factors driving this trend, including less face-to-face socializing, online shopping, and working from home. If this trend continues, travel demand may be noticeably impacted. Some major roadway projects may no longer be required and smaller improvements, such as intersection or turn lane improvements, may be sufficient for these needs.

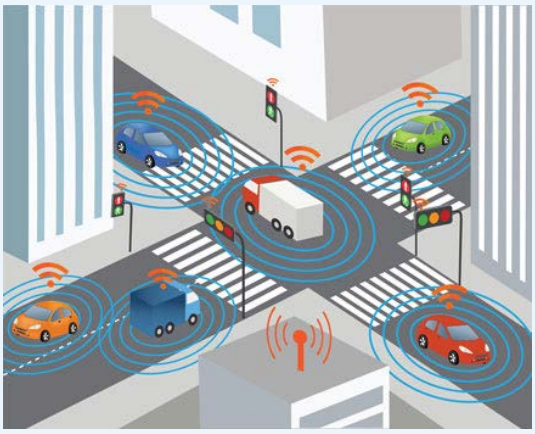
Relationships with Cars Are Evolving

People are increasingly interested in car-free or car-lite lifestyles. In the short-term, people are paying premiums for walkable and bikeable neighborhoods and more frequently using ride-hailing (Uber/Lyft) and shared mobility (car share/bike share) services. In the long-term, car ownership rates could decrease, increasing the need for investments in bicycle, pedestrian, transit, and other mobility options

Connected and Autonomous Vehicles (CAV)

Today, most newer vehicles have some elements of both connected and autonomous vehicle technologies. These technologies are advancing rapidly and becoming more common.

Connected Vehicles



Connected vehicles are vehicles that use various communication technologies to exchange information with other cars, roadside infrastructure, and the Cloud.

Communication Types

- **V2I** •Vehicle to Infrastructure
- **V2V** •Vehicle to Vehicle
- **V2C** •Vehicle to Cloud
- **V2X** •Others

VS.

Autonomous Vehicles

Autonomous, or "self-driving" vehicles, are vehicles in which operation of the vehicle occurs with limited, if any, direct driver input.

Levels of Automation

- **1** •Driver Assistance
- **2** •Partial Automation
- **3** •Conditional Automation
- **4** •High Automation
- **5** •Full Automation

Potential Timeline

Next 5 years
- Automated features continue to improve and become less expensive

5-10 years
- Fully autonomous vehicles are on the market but AVs make up a small percentage of vehicles on the road

10-20 years
- AVs grow in popularity and by 2040, they make up between 20 and 50 percent of all vehicles on the road

Potential Transportation Impacts

Overall Safety – In the long-term, CAV technology is anticipated to reduce human error and improve overall traffic safety.

Bicycle and Pedestrian Safety – CAV interactions with bicyclists and pedestrians is a major area of concern that still needs improvement.

Traffic – CAVs have the potential to improve overall traffic flow and reduce congestion, even as they may increase vehicle miles traveled.

Big Data for Planning – Connected vehicle technology may provide valuable historical and real-time travel data for transportation planning.

Parking Reform – Autonomous vehicles could dramatically reduce demand for parking, opening this space up for other uses.

Transit – CAV technology has the potential to drastically reduce the cost of operating transit in environments that are safe for autonomous transit.

Freight – Both delivery and long-haul freight look to be early adopters of CAV technology, reducing costs and improving safety and congestion.

Development Patterns – The benefits of CAV technology may make longer commutes more attractive and increase urban sprawl.

Electric and Alternative Fuel Vehicles

There has been growing interest and investment in alternative fuel vehicle technologies in recent years, especially for electric vehicles. This renewed interest has also included the transit and freight industries. By 2030, some projections show electric vehicles making up nearly one-third of all cars in the United States.

Potential Transportation Impacts

Air Quality Improvement – Electric and other alternative fuel vehicles have the potential to drastically reduce automobile related emissions.

Infrastructure Needs – There may be a long-term need for public investment in vehicle charging stations.

Gas Tax Revenues – If adoption rates increase substantially, gas tax revenues will be impacted and new user fees may need to be considered.

THE VISION

The vision and goals in this plan lay the foundation for identifying strategies and projects that will help the region meet its established performance targets.

Strategic Framework and Vision

Goals and Objectives

Provide Reliable Transportation Options

TO.1 Reduce roadway congestion and delay
TO.2 Make more areas in the region walkable and bikeable
TO.3 Expand and improve transit to meet the needs of the region
TO.4 Support convenient and affordable access to surrounding airports and regions

Improve Safety and Security

SS.1 Coordinate with local and state Strategic Highway Safety Plan partners to reduce the number and rate of highway-related crashes, fatalities and serious injuries
SS.2 Redesign corridors and areas with existing safety and security needs
SS.3 Establish truck operational plans for downtown areas
SS.4 Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events

Maintain and Maximize Our System

MM.1 Maintain transportation infrastructure and assets in a good state of repair
MM.2 Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity

Support Prosperity

SP.1 Pursue transportation improvements that are consistent with local plans for growth and economic development
SP.2 Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes
SP.3 Address the unique needs of visitors to the region and the impacts of tourism
SP.4 Promote context-sensitive transportation solutions that integrate land use and transportation planning and reflect community values

Protect Our Environment and Communities

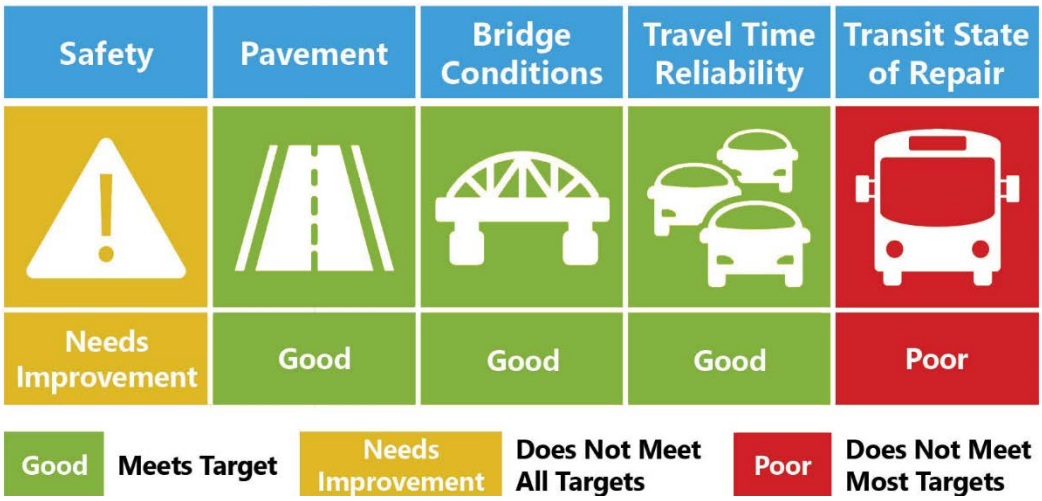
EC.1 Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environment (historic sites, recreational areas, environmental justice populations)
EC.2 Encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff
EC.3 Work with local and state stakeholders to meet the growing needs of electric and alternative fuel vehicles
EC.4 Increase the percentage of workers commuting by carpooling, transit, walking, and biking

Performance Measures

Using a performance-based approach to transportation planning helps the region understand its current needs and allows planners and decision-makers to track progress over time. As required by federal legislation, the Metropolitan Planning Organization (MPO) adopted performance targets for several federally required transportation performance measures and is monitoring performance for these measures over time.

Current Performance

The graphic below summarizes how the MPO and region are performing today regarding these required performance measures. For more detailed information, see the Transportation Performance Management Report.



Improving Performance

The Metropolitan Transportation Plan uses data and stakeholder input to identify the root causes of poor performance in federally required performance measures. It prioritizes investments that will improve current and future performance.

IMPLEMENTATION

This section presents the strategies and associated improvement plan that will help the region achieve its goals and meet its performance targets. It also provides guidance on the next steps for the MPO.

Strategies

These strategies, identified from a technical needs assessment and stakeholder and public input, will help the region achieve the transportation goals previously stated.

Responsibly Improve Roadway System

Funding for new roads and widening roads is limited. The MPO will prioritize roadway expansion projects that have a high benefit/cost ratio.

Redesign Key Corridors and Intersections

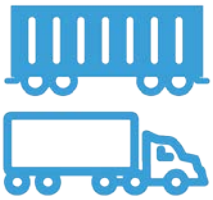
This plan has identified major corridors that should be redesigned to be safer, more efficient, and more accessible to bicyclists and pedestrians.

Improve and Expand Public Transportation

Modernize the transit system by making better use of technology and providing better rider information. Expand service into Lafourche parish with a mix of urban and rural grant funding. Use vanpools to cover gaps in system coverage.

Rapidly Expand Biking and Walking Infrastructure

The MPO should encourage more bicycle and pedestrian projects and encourage bicycle and pedestrian improvements as part of planned roadway projects. Priority should be given to areas not meeting ADA compliance and with a low bicycle LOS and high demand. The MPO should collect data along non-state highways on ADA compliance and bicycle LOS and level of demand to help prioritize investments on local roadways.



Address Freight Bottlenecks and Needs

The MPO should prioritize projects that reduce delay for freight vehicles to support local businesses and industry. The MPO should advocate for the completion of I-49 and a north-south corridor to improve access with outside regions. The MPO should work with local governments to develop truck operational plans for downtown areas.

Prioritize Maintenance

The MPO should proactively address pavement conditions, bridge conditions, and transit asset management. Additional studies may be worthwhile to collect maintenance data on roadways outside of the National Highway System.

Monitor Emerging Technology Options

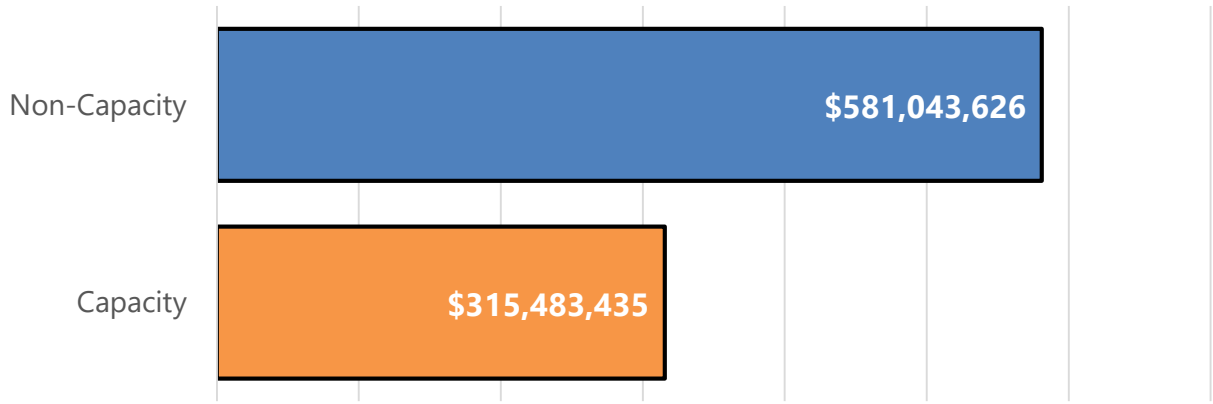
Transportation technology is changing rapidly but much is still uncertain. The MPO should continue to monitor trends in emerging mobility options and consider partnerships with mobility companies and pilot programs as appropriate.

Roadway Projects

Over the next 25 years, the MPO plans to implement a variety of roadway capacity projects (adding lanes or new roadways) and roadway non-capacity projects.

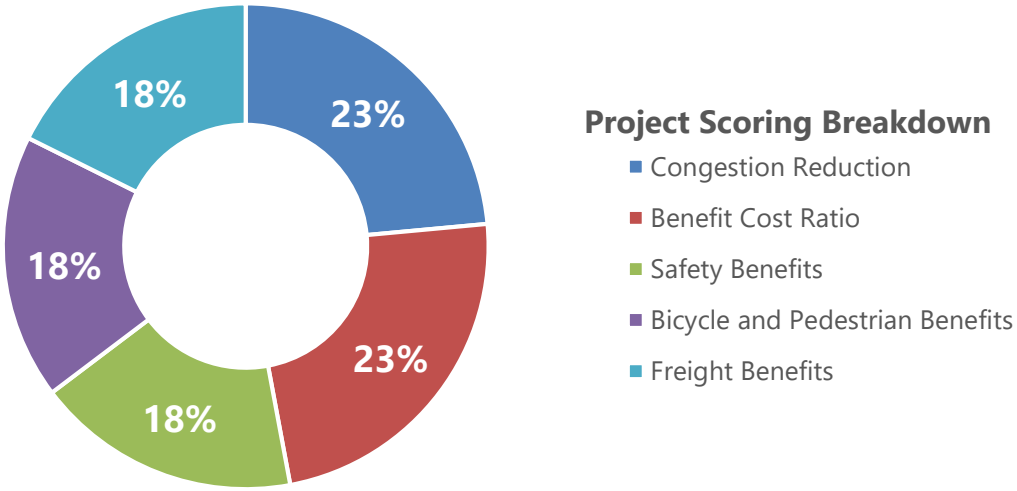
Fiscally Constrained Projects

The MPO receives funding from many federal sources and provides local funding in addition to federal funding. Based on projections, approximately $730 million in federal funds will be available to the MPO for roadway projects from 2020 to 2045.



Prioritizing Roadway Capacity Projects

All roadway capacity projects identified in the MTP needs analysis were prioritized based on the criteria below. High scoring projects were included in the fiscally constrained plan and the remaining projects are in a list of visionary projects.

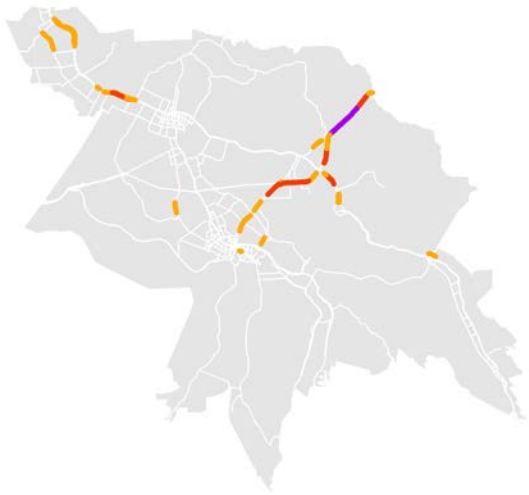


Impact of Roadway Capacity Projects

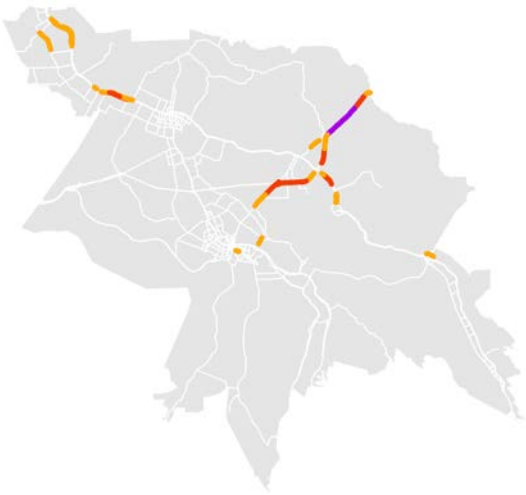
Implementing the planned roadway capacity projects are projected to reduce overall delay in the region by 5 percent in 2045. However, there will still be delay in parts of the region and the MPO will also need to implement non-capacity type projects to mitigate congestion.

5% Reduction in Hours of Delay

2045 - No New Projects
Only Existing and Committed Projects



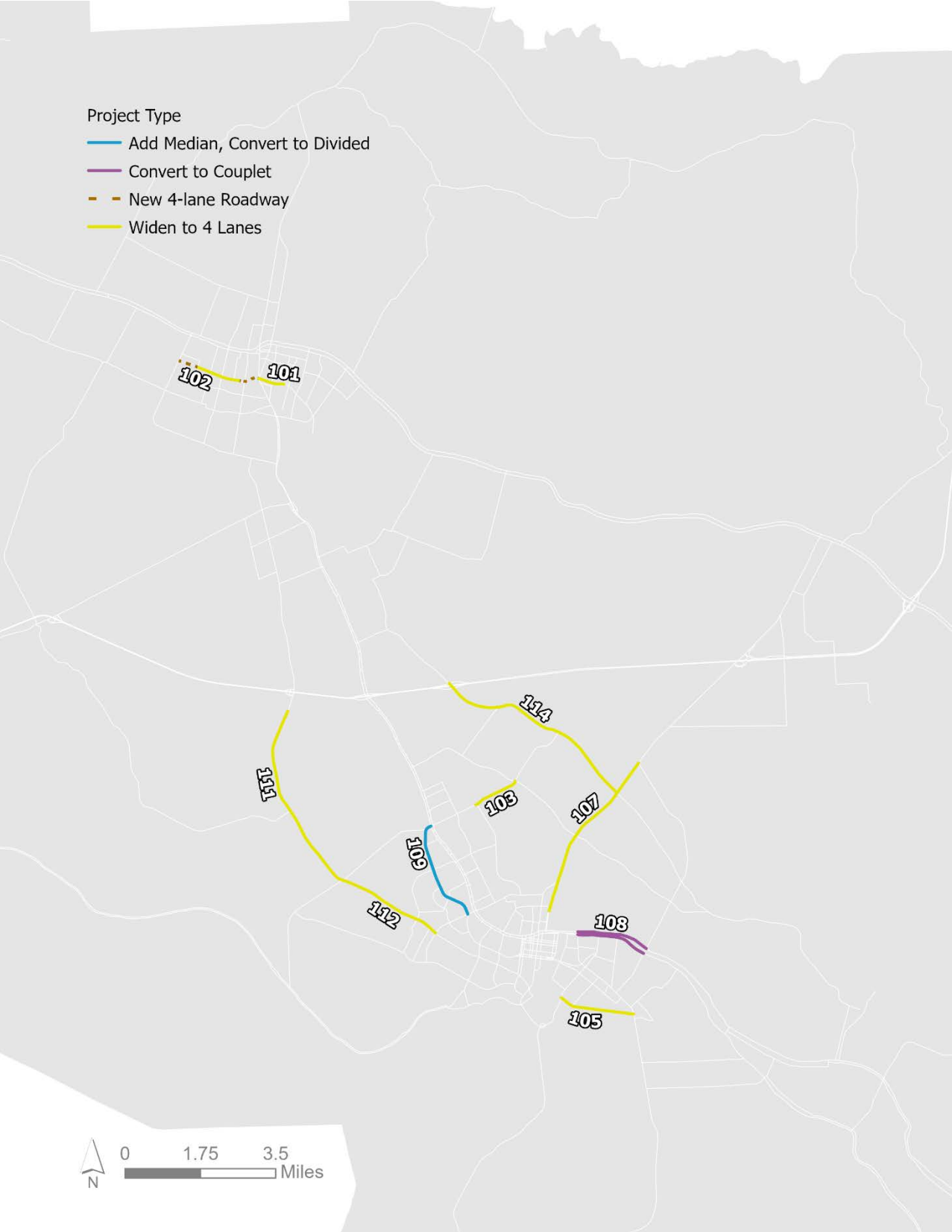
2045 - The Plan
All Existing, Committed, & Planned Projects



Congested Corridors

- Excessive Delay
- Very Long Delays
- Long Delays

Staged Improvement Plan



Stage II Projects (2026 – 2035)

MTP ID	Roadway	Limits	Length (Miles)	Type	Description
102	Acadian Road West	LA 3185 to LA 20	1.97	●	New 4-lane roadway
109	LA 3040	LA 24 to Hollywood Rd	2.49	●	Add median, convert to divided
107	LA 182	LA 24 to LA 3087	4.10	●	Widen to 4 lanes
108	LA 24	LA 57 to LA 3087	3.37	●	Convert to Couplet
103	Bayou Gardens Blvd	St. Louis Canal to LA 660	1.09	●	Widen to 4 lanes
	Non- Capacity / Line Items				
	Misc. Bike-Ped. Improvements				
	Operations & Maintenance				
	Transportation Alternatives				
	Safety				

Note 1: YOE (Year of Expenditure) costs assume a 2% annual inflation rate.
Note 2: Bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

Improvement Type: ● New Roadway ● Widening ● Turning Lane ● Corridor/Redesign

Special Design Considerations: EJ – Environmental Justice EC – Environmental and Community

Sponsor	Total Cost (2018$)	Federal Cost (2019$)	Total Cost (2030$)	Federal Cost (2030$)	Design Considerations
City of Thibodaux	$16,575,000	$13,260,000	$19,558,500	$15,646,800.0	EC
DOTD	$5,000,000	$4,000,000	$5,900,000	$4,720,000.0	
DOTD	$41,613,750	$33,291,000	$49,104,225	$39,283,380.0	EC
DOTD	$20,180,000	$16,144,000	$23,812,400	$19,049,920.0	EJ
Terrebonne	$11,036,250	$8,829,000	$13,022,775	$10,418,220.0	EC
Various			$2,206,329	$1,765,063	
			$209,231,313	$167,385,050	
			$2,133,874	$1,707,099	
			$3,421,709	$3,421,709	

Stage III Projects (2036 – 2045)

MTP ID	Roadway	Limits	Length (Miles)	Type	Description
112	LA 311	Savanne to Hollywood Rd	2.50	●	Widen to 4 lanes
111	LA 311	US 90 to Savanne Rd	4.53	●	Widen to 4 lanes
114	LA 316	US 90 to LA 182	4.92	●	Widen to 4 lanes
105	Industrial Blvd	LA 661 to LA 57	1.76	●	Widen to 4 lanes
101	Acadian Road East	LA 20 to Cardinal Drive	0.61	●	Widen to 4 lanes
	Non- Capacity / Line Items				
	Misc. Bike-Ped. Improvements				
	Operations & Maintenance				
	Transportation Alternatives				
	Safety				

Note 1: YOE (Year of Expenditure) costs assume a 2% annual inflation rate.
Note 2: Bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

Improvement Type: ● New Roadway ● Widening ● Turning Lane ● Corridor/Redesign

Special Design Considerations: EJ – Environmental Justice EC – Environmental and Community

Sponsor	Total Cost (2018$)	Federal Cost (2019$)	Total Cost (2030$)	Federal Cost (2030$)	Design Considerations
DOTD	$25,413,750	$20,331,000	$33,800,288	$27,040,230	
DOTD	$45,765,000	$36,612,000	$35,282,450	$28,225,960	EC
DOTD	$49,815,000	$39,852,000	$27,475,200	$21,980,160	
Terrebonne	$17,820,000	$14,256,000	$23,700,600	$18,960,480	EC
Thibodaux	$6,176,250	$4,941,000	$8,214,413	$6,571,530	EC | EJ
Various			$2,206,329	$1,765,063	
			$209,231,313	$167,385,050	
			$2,133,874	$1,707,099	
			$3,421,709	$3,421,709	

Bicycle and Pedestrian Projects

In addition to bicycle and pedestrian improvements included with planned roadway projects, the region will continue to fund stand-alone bicycle and pedestrian projects.

Financial Plan

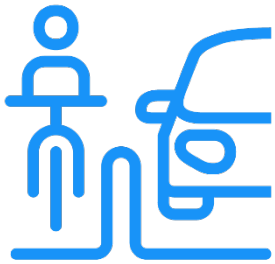
The major federal source for bicycle and pedestrian projects is the Transportation Alternatives (TA) Set-Aside program, administered by LA DOTD. Based on historical funding levels and the region's share of the state population, this plan assumes that approximately **$5.9 million** in federal TA funds will be available to the MPO from 2020 to 2045. The MPO currently has several TA-funded projects and local governments should continue to apply for these projects.

Action Plan

The MPO is currently working on a regional bicycle and pedestrian safety plan. This plan will identify projects and policy relative to bicycle and pedestrian issues. The MPO has also established the following bicycle and pedestrian action plan.

Goal 1: Improve safety by expanding the pedestrian and cycling infrastructure

- Create and implement a complete streets policy. Bicycle and pedestrian infrastructure should be included in original project designs.
- Special emphasis should be given to ensuring proper infrastructure is in place for school traffic.
- Steps should be taken to identify the locations of high pedestrian and bicycle usage. Proper signage and lane markings need to be applied in these locations.



Goal 2: Improve mobility by expanding the pedestrian and cycling infrastructure

- Create and implement a complete streets policy. Bicycle and pedestrian infrastructure need to be included in original project designs.
- An inventory of existing sidewalks should be taken for roads classified as collector and above. This inventory should determine both the location and condition of all sidewalks in the region.
- Older sidewalks, particularly those in downtown areas, need to be reconstructed to ensure ADA compliance.

- Steps should be taken to ensure appropriate bicycle and pedestrian infrastructure in areas of high employment.

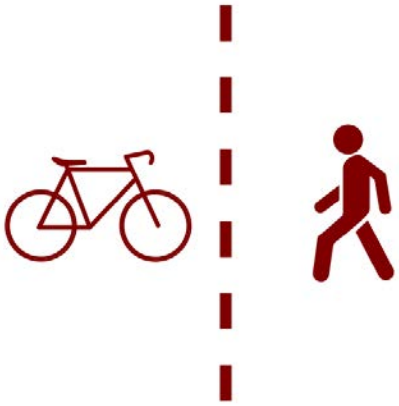
- Special emphasis should be taken to ensure proper infrastructure in place for school traffic.
- Special emphasis should be placed on improving the bicycle and pedestrian facilities around the region's four-year university, Nicholls State.
- Increase recreational and long-distance trails.
- Steps should be taken to ensure appropriate bicycle and pedestrian infrastructure is in place for existing and future parks and recreational areas.
- The region should consider taking advantage of the Rails-to-Trails program if abandoned rights-of-way should become available.

Goal 3: Promote the use of bicycle and pedestrian facilities

- Establish a bicycle and pedestrian advisory committee that meets regularly to discuss issues related to safety, rules of the road, and other relevant topics.
- Consult with bicycle clubs to learn more about their routes, and assist then in promoting cycling.
- Develop educational and promotional materials to be distributed at various government offices and public places and events.
- Organize and host annual bicycle rodeos throughout the region to help educate and train riders.

Policy Recommendations

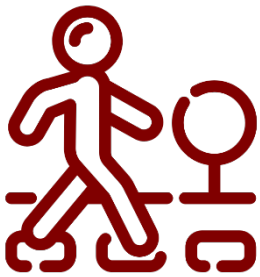
- Competition and adoption of the Regional Bicycle and Pedestrian Safety Plan, due for completion in 2021.
- Better data collection in the area. Develop a sidewalk inventory along all functional classification roadways. This inventory should include ADA Compliance.
- Prioritize ADA Rehabilitation of existing sidewalks in areas with high pedestrian demand before constructing new sidewalks.



- Prioritize developing bike projects along DOTD roadways with a poor to average BLOS and a high or medium demand. This same analysis should be performed on all locally-owned functional class roadways.

Major Project Recommendations

- LA 24 Bicycle Improvements.
- LA 57 Pedestrian Improvements.
- LA 24 Pedestrian Improvements.
- Raceland Pedestrian Improvements.
- West Thibodaux Pedestrian Improvements.
- Regional Bicycle Improvements.



Public Transit Projects

Over the next 25 years, the region will continue to provide the fixed-route and paratransit service operated by Good Earth Transit. Other human-service transportation providers will continue to operate as well. The MPO anticipates that $114,098,258 will be available over the lifetime of the plan to continue to implement existing service.

Action Plan

The MPO has established the following Action Plan in regards to the transit system.

Goal 1: Increase coverage of the region's network

- Expansion of Service into Lafourche Parish
- Van-pooling and travel demand management
- Waterways as transit
- Identification of Park and Ride Locations

Goal 2: Improving the existing transit network

- Phone App / SMS Messaging
- Social Media
- Bus Shelter Sponsorships
- Transit Map Redesign
- Better information at transit stops / signage
- Additional shelters
- Better sidewalk access / ADA compliance
- Transit Art / Design
- Service Frequency and Headways
- Land Use Regulations

Stage I Summary (2020-2025)

Stage 1 (2020-2025)		Total	FTA	Match	Program
Good Earth Transit	Capital	$4,399,571	$3,739,635	$659,936	5307
	Operations	$12,014,907	$8,944,110	$3,070,798	CARES/5307
Assumption COA	Capital	$258,054	$219,346	$38,708	5310/5311
	Operations	$2,628,798	$1,314,399	$1,314,399	5310/5311
Lafourche COA	Capital	$308,108	$261,892	$46,216	5310
Terrebonne COA	Capital	$847,227	$720,143	$127,084	5310/5311
	Operations	$5,638,521	$2,819,260	$2,819,260	5310/5311
Total		**$20,456,665**	**$15,199,525**	**$5,257,141**	

Stage II Summary (2026-2035)

Stage 2 (2026-2035)		Total	FTA	Match	Program
Good Earth Transit	Capital	$775,093	$658,829	$116,264	5307
	Operations	$22,571,175	$11,285,587	$11,285,587	5307
Assumption COA	Capital	$551,830	$469,056	$82,775	5310/5311
	Operations	$4,938,454	$2,469,227	$2,469,227	5310/5311
Lafourche COA	Capital	$501,671	$426,420	$75,251	5310
Terrebonne COA	Capital	$1,322,312	$1,123,965	$198,347	5310/5311
	Operations	$10,592,511	$5,296,256	$5,296,256	5310/5311
Total		**$41,253,046**	**$21,729,340**	**$19,523,706**	

Stage III Summary (2036-2045)

Stage 3 (2036-2045)		Total	FTA	Match	Program
Good Earth Transit	Capital	$5,966,982	$5,071,934	$895,047	5307
	Operations	$26,194,770	$13,097,385	$13,097,385	5307
Assumption COA	Capital	$697,952	$593,259	$104,693	5310/5311
	Operations	$5,118,995	$2,559,498	$2,559,498	5310/5311
Lafourche COA	Capital	$582,210	$494,878	$87,331	5310
Terrebonne COA	Capital	$1,534,597	$1,304,407	$230,190	5310/5311
	Operations	$12,293,042	$6,146,521	$6,146,521	5310/5311
Total		**$52,388,547**	**$29,267,883**	**$23,120,665**	

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Next Steps

Implementation Timeline

Ongoing

Right now...

COORDINATE

- Continue coordinating with LA DOTD to advance projects in the TIP and MTP.
- Dedicate upcoming planning funding for corridor and intersection studies.
- Continue to develop Regional Bicycle and Pedestrian Safety Plan.

Short-Term

In the next 2 years...

ADVANCE PROJECTS

- Conduct corridor and intersection studies.
- Apply for TAP funding for high-priority bike/ped projects.
- Update Performance Targets and Report.

Long-Term

In the next 5 years...

UPDATE THE PLAN

- Adjust Metropolitan Planning Area following 2020 Census.
- Update MTP, incorporating new projects from studies and re-assessing emerging mobility options.